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BOATSMEN, YACHTSMEN AND  
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(Continued from Page 2.)

her owner's private signal at the main peak.

## RULE XV.—TIME OF MAKING RACES.

The Regatta Committee shall name the time limit in which the races must be sailed.

## RULE XVI.—POSTPONEMENT OF RACES.

The Regatta Committee shall have the power to postpone any race, should unfavorable weather render such a course desirable.

## RULE XVII.—INSTRUCTIONS.

Section 2.—The Regatta Committee shall have the power to change the courses or amend the instructions on or before the day of the race, provided notice of such change is given to each yacht before the preparatory signal is made.

## RULE XIX.—STATION BOAT.

In the absence of the Regatta Committee's boat, a competent person, appointed by the committee, shall be at the finish line to take the time, and this time shall be considered final.

## RULE XXII.—FITTINGS, BALLAST, ETC.

Section 1.—Floors must be left down, and bulkheads and doors left standing, water-tanks in place, and at least one bower anchor and cable kept on board; neither ballast nor water shall be taken in or discharged after 3 p. m. of the day preceding the race, but this restriction may be waived, as to water only, by permission of the Regatta Committee. Trimming by deadweight shall not be allowed after the preparatory signal.

## RULE XXVII.—PROPULSION.

No means of propulsion except sails shall be employed during a race.

## RULE XXVIII.—LIGHTS AND SIGNALS.

All yachts sailing in a race shall observe the U. S. Government rules in regard to lights.

## RULE XXIX.—START AND FINISH.

Section 1.—All races shall be started by what is known as the one-gun start, the time being taken from starting gun. Yachts shall have ten (10) minutes from signal in which to cross the line.

Sec. 2.—The time of finish shall be taken when the point marked by the foremast in schooners, and the mainmast in single-masted vessels, and yawls, first crosses the given line; but if this point in any yacht be across the line when the signal for the start in her class is made, she must return and recross the line.

Sec. 3.—A yacht so returning, or one working into position from the one-gun start, the time being taken from the signal for the start, shall be considered as having crossed the line.

## RULE XXX.—RIGHT OF WAY.

Section 1.—When one yacht is approaching another yacht so as to involve risk of fouling, one of them shall keep clear of the other, as follows:

Sec. 2.—On Different Points of Sailing.—A yacht free shall keep clear of one close hauled.

Sec. 3.—On Same Point of Sailing, with Wind on Opposite Sides.—When both yachts are close-hauled or both free, or both have the wind aft and have the wind on opposite sides, the yacht with the wind on the port side shall keep clear.

Sec. 4.—On Same Point of Sailing, with Wind on Same Side.—When both yachts are free, or both have the wind aft and have the wind on the same side, the yacht to the windward shall keep clear.

Sec. 5.—Wind Aft.—A yacht with the wind aft is deemed to have the wind on the side opposite to that on which she is carrying her mainmast.

Sec. 6.—Overtaking.—An overtaking yacht shall, in every case, as long as an overlap exists, keep clear of the yacht which is being overtaken.

Sec. 7.—Definition of Overlap.—An overlap is established when an overtaking yacht has no longer a free choice on which side she will pass, and continues to exist as long as the leeward yacht by luffing, or the weather yacht by bearing away, is in danger of fouling.

Sec. 8.—Altering Course.—When, of two yachts, one is obliged to keep clear, the other shall not so alter her course as to involve risk of fouling.

Sec. 9.—Luffing.—A yacht may luff as she pleases in order to prevent another from passing her to windward, provided she begins to luff before an overlap has been established.

Sec. 10.—Bearing Away.—A yacht shall not bear away out of her course to hinder another from passing to leeward.

Sec. 11.—Rights on New Courses.—A yacht shall not become entitled to her rights on a new course until she has luffed away.

Sec. 12.—Converging Close-hauled.—When two yachts, both close-hauled on the same tack, are converging by reason of the leeward yacht holding a better wind, and neither can claim the rights of a yacht being overtaken, then the yacht to leeward shall keep clear.

Sec. 13.—Passing and Rounding Marks.—If an overlap exists between two yachts when both of them, without tacking, are about to pass a mark on the required side, then outside yacht must give the inside yacht room to pass clear of the mark.

Sec. 14.—Definition of Mark.—A mark is any vessel, boat, buoy or other object used to indicate the course, and does

not, in the preceding section, involve any question of sea room.

Sec. 15.—Obstruction to Sea Room.—When a yacht is in danger of running aground, or of touching a pier, rock or other obstruction, and cannot go clear by altering her course without fouling another yacht, then the latter shall, on being hailed by the former, at once give room; and in case one yacht is forced to tack or bear away in order to give room, the other shall also tack or bear away, as the case may be, at as near the same time as is possible without danger of fouling.

## RULE XXXII.—DISQUALIFICATION

Section 1.—A yacht touching a mark, or causing a mark-boat to shift her position, unless wrongfully compelled to do so by another yacht, shall be disqualified.

Sec. 2.—If a yacht, in consequence of a violation of any of these rules, shall foul another yacht or compel another yacht to foul any yacht, mark or obstruction, or to run aground, she shall be disqualified, and shall pay all damages; and any yacht which shall wrongfully cause another to alter her course in order to avoid fouling, or shall, without due cause, compel another yacht to give room under Section 15 of Rule XXX, or shall herself fail, to tack or bear away, as required by that Section, or shall in any way infringe or fail to comply with any of these Rules, shall be disqualified.

## RULE XXXIII.—PROTESTS.

Section 1.—Protests must be filed, in writing, before 6 o'clock p. m. of the day succeeding the race, exclusive of Sunday, with the chairman of the Regatta Committee, and must be signed by the owner or his representative.

Sec. 2.—The committee may also, without a protest, disqualify any yacht should it come to their knowledge that she had committed a breach of the rules.

Sec. 3.—All questions arising in any race, not covered by these rules, shall be decided by the committee.

Sec. 4.—The decisions of the committee shall be final, unless they see fit to refer any question at issue for decision to the club.

## RULE XXXIV.—PENALTIES.

Should an infringement of these rules be proved against any yacht, she may be disqualified, for such time as the club may see fit, from sailing in club races.

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Rowing Association

## SEVENTH ANNUAL

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—ON—

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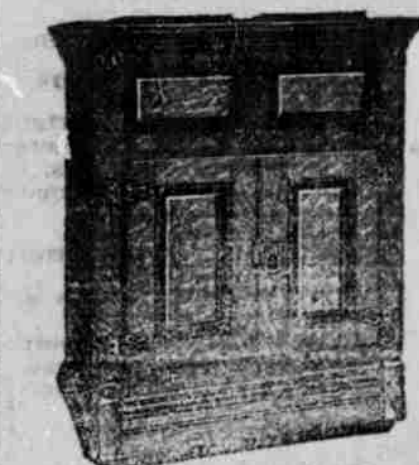
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